

City Council Update



**FUNDING
OUR FUTURE**

Better Transit Service

Year 2 Quarter 4 Update (April 1-June 30 2020)

What's New?

Ridership continued to increase on the frequent transit routes along 200 South, 900 South and 2100 South up until distancing measures began. The FTN branding effort transitioned from an outreach phase to internal and intra-agency vetting of system names, and public outreach has focused on transit safety during the pandemic. The next phase of outreach on branding is ready and will be sensitive to current conditions and events. In the meantime, outreach is being planned to explore the “new normal” for transit. The City is prepared to pilot the Home to Transit program in partnership with UTA. Work to transit activities in Research Park resulted in a formalized Transportation Management Association (TMA), focusing on shuttle service and infrastructure projects. Similar TMA development activities have been underway in the International Center and West Side industrial areas. Staff drafted a final report on the Hive Pass, which will be transmitted to Council for consideration. Progress on programs is updated monthly on the transit dashboard: slcgov.maps.arcgis.com. New staff continue in same capacity.

Program Updates:

Program	Program Description	What Has Happened	Outcomes	Next Steps	Total Budget
Frequent Transit Network (FTN) Bus Service	Create a Frequent Transit Network (FTN) on key initial corridors with 15-min peak service and 30-min off-peak service 7 days a week. Buses have been rolled into the service cost calculator.	Continued operation of FTN routes that were launched in August 2019 along 200 South, 900 South and 2100 South, with additional improvements to service on 400 South. Temporary COVID-related service reductions were introduced in April 2020, and pending Council and UTA Board approval, SLC will receive corresponding cost savings. SLC will receive additional savings to reflect the actual cost of fuel during the 2019-2020 service period.	FTN ridership declined in the winter consistent with what is typically seen at that time of year, and systemwide ridership declined sharply as social distancing measures were put into place. Based on vehicle passenger loads, normal service levels will resume in August on the 2, 9 and 21 to allow passengers to maintain distancing.	SLC and UTA have developed addenda to the ILA to continue service on existing routes, as well as to implement service increases on 1000 North for 2021 or 2022, which have been transmitted to Council for approval of existing FTN service and consideration of when to implement the latter.	\$5,307,845
Frequent Transit Network (FTN) Branding & Outreach	Develop FTN branding, marketing materials, and an outreach program.	The team reviewed public input from a survey and public meetings and short-listed system names for vetting, including legal research. Social media posts related to COVID went out to help reinforce the importance of transit to essential workers, as well as to inform the public regarding safety.	Received approximately 1,000 survey responses, online and in person, from community meetings during January to March 2020. These inform a variety of elements including capital improvements to stops and bike/ped connections to transit, the types of trips people can make because of the service changes, and ideas for branding the network.	Salt Lake City will vet naming and branding with UTA and conduct legal review (copyright, etc.).	\$100,000
On Demand Ride Services <i>(Home to Transit Pilot)</i>	Provide on-demand ride services to expand the reach of transit services into low-density residential neighborhoods.	SLC developed a plan with UTA to expand the on-demand ride services pilot that UTA launched in Southwest Salt Lake County in October 2019. Via produced ridership forecasting and cost estimation for a service area comprised of the Rose Park, Poplar Grove and Glendale neighborhoods. The program, even in a subarea, may offset the cost of implementing the Rose Park routes.	Initial modeling points to West Side neighborhoods as having highest ridership potential and greatest efficiencies for conducting a pilot program. Until that program is ready for launch, service will be planned to ensure that this area of the City continues to be served, and once launched, service efficiencies are anticipated.	Await sales tax stability and the refunding of the program. Because the program had not been launched when the pandemic hit, it was suspended until the fiscal impacts are better understood, but is ready to launch when funding is available.	\$800,000

Program Updates:

Program	Program Description	What Has Happened	Outcomes	Next Steps	Total Budget
Transit Route Improvements	Fund capital improvements associated with the proposed Frequent Transit Network (FTN), including signal upgrades, ADA enhancements, bus stop improvements, first/last mile connections, etc.	Selected contractor to improve bus stops on Route 21, future 600 North Route, and routes along reconstruction corridors such as 500 East. Study for future U of U hubs developed in partnership with UTA, Health Sciences, the Veteran's Administration, UDOT, Research Park and WFRC is complete and provides concept designs and cost estimates for three priority hub locations. Launched study to plan transformation of 200 South to a transit priority corridor. Launched Sugar House Circulation Plan Update. Finalized RFP for planning the West Side Hub at approximately N Temple and Redwood and UTA/SLC secured grants for future construction of the facility.	The completed and planned improvements will result in ADA accessible stops at well over 100 bus stops on priority routes across the City, making the system more equitable, convenient, comfortable and, ultimately, supporting increased ridership.	Design and construct stop improvements along 500 East, Route 21, 1000 North, Route 4, and South Temple.	\$1,100,000
Planner & Transit Planner	Hire one new planning position to assist in coordination of program activities with other City initiatives and one new transit planning position to create a dashboard for tracking performance and providing public transparency (one Position in Planning Division/one Position in Transportation Division).	The Planner addresses increases in workload and frees up capacity to address transit related zoning issues. The Transit Planner created transit dashboard. Identified and created project maps through interdepartmental collaboration. Developed a data exchange with UTA.	Planner supports work on transit related zoning amendments (parking ordinance update, Fleet block rezone, Ballpark area zoning, State Street corridor zoning, etc). Transit Planner finalized and launched Funding Our Future Transit dashboard and updates it monthly.	Planner continues in current capacity. Transmitted to City Council: Fleet Block rezone. In process: Parking Ordinance update. In development: Affordable Housing Overlay (includes incentives along transit routes). Pending staff availability to start: Ballpark area zoning updates, State Street corridor update, Station Center area height updates, Downtown building height updates. Transit Planner continues to develop open data dashboard and will support transit in the QTIP (project prioritization) process.	\$210,637
Transportation Engineer	Hire one new transportation engineer position to manage the impacts related to overall infrastructure upgrades.	Transportation Engineer was hired in 2019 and has begun work on Funding Our Future (FOF) related projects, particularly complete street transformations that combine bond reconstructions with FTN corridor infrastructure, such as 200 South and 600 North.	Created the opportunity for Transportation to launch two corridor transformation projects, as well as a variety of other projects and initiatives to elevate transit throughout the City.	Engineer will continue to carry transit-related projects through detailed planning and concept design in preparation for construction in coordination with the Engineering and Streets Divisions.	\$100,342
Project Engineer	Hire one new project engineer position to manage projects related to Funding Our Future.	The Project Engineer position was filled in 2019 and has worked on bond reconstruction projects.	Engineer supports critical tasks related to FOF street projects and improving transit.	Project Engineer continues to work on FOF projects related to streets and transit improvements.	\$109,398
Civic Engagement Specialist	Hire one new civic engagement position to manage engagement and updates on all Funding Our Future related projects.	The Civic Engagement Specialist position was filled in 2019 and has worked to coordinate Funding Our Future quarterly updates and engagement, and support various other engagement activities.	Created two new FOF subcommittees. Coordinated and supported activities like Facebook Lives for 200 South Reconstruction Project AMA and 600/700 North Transit Study AMA .	Specialist continues coordination for FOF updates and new subcommittees. Continue supporting FB Lives. Continue coordinating FOF overview critical needs map, and additional website updates among other engagement activities.	\$66,166
Total					\$7,794,387